

Transmittal Date: November 22, 2002

TO:
Caltrans, Division of Programming
Office of Federal Transportation
Management Program

Attn: Mr. Abhijit Bagde

FROM:
Sookyung Kim
SANDAG
(619) 595-5350 (phone)
(619) 595-5305 (fax)
ski@sandag.org

MPO Name: San Diego Association of Governments (SANDAG)

Amendment Number: 2, 3 & 4 to the 2002 RTIP

Amendment Type: Formal & Administrative

Number of Projects in this Amendment: Amendment no. 2 has two projects (formal), amendment no. 3 has 56 projects (19 formal, 37 admin.), and amendment no. 4 has one project (formal).

Brief Description of the Amendment:

See attached Board report for project details.

There are 3 projects in the admin. amend (# 3) that show in CTIPS but not in the Board report. These were too minor to include in the Board report, but agencies requested these revisions:

- CAL18: change project title from I-15 Stages 1-5 to 'Corridor Middle'
- CAL46: reduce SHOPP TEA (transfer to SD93);
- NCTD15: add MPO note

Everything else matches with what's entered in CTIPS

****Please expedite approval for Amendment No. 4, received consent from Wade Hobbs and Kris Balaji, agency waiting to enter into contract**

Board Resolution: Three resolutions are attached to this email, including two signed Board reports. Amendments 3 & 4 are included in one Board report.

Conformity Determination: See the 'Air Quality Conformity' section of the Board reports and the resolutions attesting to conformity.

Financial Constraint: Changes to the projects in these amendments do not significantly affect financial constraint.

Amendments are consistent with the currently adopted 2020 Regional Transportation Plan (RTP) and with the State Implementation Plan (SIP) – see signed resolutions.

MPO's CTIPS Approval Date: November 22, 2002 (date of SANDAG Board approval)

BOARD OF DIRECTORS
NOVEMBER 22, 2002

AGENDA ITEM NO. 02-11- **4-B**
ACTION REQUESTED - APPROVE

**2002 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP)
AMENDMENTS**

**B. 2002 RTP AMENDMENTS NO.
3 AND NO. 4 - VARIOUS
PROJECTS**

Recommendation

It is my recommendation that the Board of Directors adopt Resolution 2002-16 approving Amendment No. 3 for various additions and revisions, and Resolution 2002-17 approving Amendment No. 4 for the Recreational Trails Program. Amendment No. 3 is shown in Tables 1 and 1a, and Amendment No. 4 is shown in Table 2.

Introduction

SANDAG adopted the 2002 Regional Transportation Improvement Program (RTIP) on June 28, 2002. The 2002 RTIP is a five-year program of major transportation projects in the San Diego region covering the period from FY 2003 to FY 2007. This report is to request approval for Amendments 3 and 4 as discussed below.

Amendment No. 3

SANDAG has received requests for various project revisions and additions to the 2002 RTIP. As reported in June 2002, the California Transportation Commission (CTC) 2002 State Transportation Improvement Program (STIP) adoption did not include several projects which the SANDAG Board approved for STIP funding. The Board directed staff to find alternative ways to fund these projects. In keeping with the funding strategies discussed

with the Transportation Committee and the Board, Amendment No. 1 (September 27, 2002), Amendment 2 (Agenda Report 4-A), and Amendment No. 3 incrementally fund these projects. The funding strategies include programming Regional Surface Transportation Program (RSTP) funds (from the current federal transportation bill - TEA-21) by using tighter cash flow management, committing future STIP funds (2004 STIP cycle), and programming funds from the next federal transportation reauthorization bill. The projects included in Amendment No. 3 are shown in Tables 1 and 1a. The status of the projects initially identified with shortfalls is shown in Table 3.

Amendment No. 4

As part of Amendment 13 to the 2000 RTIP, the Board approved programming of a lump sum for three projects in San Diego County that received Recreational Trails Program funds. The funds for this program were scheduled to be obligated by September 30, 2002, the end of the federal fiscal year. As a result, the lump sum was programmed in the 2000 RTIP and was not carried forward to the 2002 RTIP (FY 2003 to FY 2007). However, the funds were not obligated by the project sponsor in the required time and the Trails program needs to be added into the 2002 RTIP. One of the recipients is the City of Del Mar which is requesting an expedited approval so that the City can proceed with contract award in early December 2002. Since the Recreational Trails Program is exempt from air quality conformity, both Caltrans and the Federal Highway Administration (FHWA) have indicated that an accelerated approval process is possible, if this project is handled as a separate stand-alone amendment. So, the

Recreational Trails Program is shown as Amendment 4 (Table 2).

Discussion

The projects proposed to be revised in Amendment No. 3 fall into two categories: formal amendments (Table 1) and administrative amendments (Table 1a). Formal amendments include projects that require state and federal approval. In general, these projects are new or existing projects funded, in part with state or federal funds and are considered regionally significant.

Administrative amendments are projects that are currently programmed in the RTIP requiring minor revisions such as a shift of funds within fiscal years, cost increases/decreases of less than 10% of total or less than \$2 million, or other minor changes. Administrative amendments do not require federal approval, but SANDAG transmits these projects to state and federal agencies for informational purposes.

Formal Amendment No. 3 (Table 1)

Caltrans

State Route 56 – Middle (CAL28). The City of San Diego plans to contribute \$2.1 million in local *TransNet* funds to this Caltrans project which would construct a new four lane freeway on SR 56 from Carmel Country Road to Black Mountain Road. The revised total project cost is \$89.1 million (\$888,000 from the County of San Diego, \$7.8 million in State Transportation Improvement Program-Interregional Program (STIP-IIP), \$53.3 million from State Transportation Improvement Program-Regional Improvement Program (STIP-RIP), \$25 million from Transportation Congestion Relief Program (TCRP), and \$2.1 million from the City of San Diego's local *TransNet* funds).

SR 76 North County/Olive Hill (CAL29/29A). This project was initially programmed to widen SR 76 from Melrose Drive to Mission Avenue. The proposed amendment is to divide the project in two – one project to continue the widening on the Melrose Drive

to Mission Avenue segment, and the other project to fully fund the modification of intersection on SR 76 at Olive Hill Road. This amendment moves \$5 million from the initial project (CAL29) to fully fund the Olive Hill Road intersection modification segment (CAL29A). The total for CAL29 is reduced to \$17 million. In addition, \$2.6 million in *TransNet* funds are proposed to be exchanged with like amount of RSTP so that the *TransNet* funds can be used as a match to federal funds for three other projects (Chula Vista's Olympic Parkway Interchange, (CHV01), SANDAG's Joint Traffic Operations Center (SAN13, Table 1A), and Automated Traveler Information System (SAN16, Table 1A)). This transfer is consistent with the fund exchange provisions of the *TransNet* Ordinance.

Noise Barrier Program (CAL69). The SANDAG Board approved \$1.9 million in STIP funds for three noise barrier projects (soundwalls) as part of the 2002 STIP submittals to the CTC. This project did not receive CTC approval, and is being proposed to be programmed with \$1.7 million in TEA-21 RSTP funds and \$227,000 in state-only STIP (2002 STIP) as a match for a total project cost of \$1.9 million.

Advanced Technology Bridge (CAL70). The University of California at San Diego (UCSD) is the lead agency, with Caltrans acting as an oversight agency to construct a functional traffic bridge made of advanced composite materials across I-5 in La Jolla to link the east and west sides of the UCSD campus. The bridge will eliminate the need to use surrounding city streets to get from one side of the campus to the other. This project is a carryover from the 1998 RTIP. The \$24.2 million project is funded with \$6 million in Innovative Bridge Research & Construction program, \$873,000 from Caltrans, \$3.1 million from the state budget, and \$14.2 million from UCSD.

City of Chula Vista

I-805 Olympic Parkway Interchange Improvement (CHV01). An additional \$6.9 million is needed to fully fund this

improvement project. This amendment proposes to increase TEA-21 RSTP (\$5.9 million) funds and add \$626,000 in *TransNet* funds (from CAL29) to match the federal program. The total project cost is increased to \$21.4 million (\$5.1 million in Demonstration, \$3.3 million in City, \$3.1 million in *TransNet*, \$1.4 million in STIP, and \$8.4 million in RSTP). This project is one of the seven Regional Arterial System (RAS) projects that received Board approval but not CTC approval.

North County Transit District

Oceanside-Escondido Related Projects (NCTD16A). This project is part of the Oceanside-Escondido Rail project (NCTD16). All work is related to right-of-way needs to coordinate with the design of other developments occurring near the rail line – i.e., track work, shared walls, etc. Estimated project cost is \$750,000 (\$357,000 in transit *TransNet* and \$393,000 in local funds).

Inland Rail Trail (NCTD16B). This project is currently programmed under the City of San Marcos which is the lead agency for the Inland Rail Trail project encompassing the Cities along the Oceanside-Escondido rail project. Since the rail project and the bike rail trail project plan to begin construction around the same timeframe, NCTD has agreed to include the rail trail design as part of the construction bid for the rail project. The NCTD Board approved the integration at its meeting on October 17, 2002. The total project cost for the rail trail is estimated at \$14.7 million (\$3 million in Congestion Mitigation Air Quality (CMAQ), \$800,000 in Transportation Enhancement Activities (TEA), \$830,000 in Transportation Development Act/Bicycle Transportation Account (TDA/BTA), \$1.2 million in Bicycle *TransNet*, and \$8.9 million in RSTP). Although the Board approved \$8.15 million in STIP funds, \$10 million is needed to fully fund this phase. RSTP funds from the next federal reauthorization are being proposed to fully fund the project, and *TransNet* matching funds were approved by the Bicycle & Pedestrian Advisory Committee.

Solana Beach Parking Station (NCTD36). NCTD received federal discretionary funds to expand the parking structure at the Solana Beach station. This project is a mixed use residential and commercial development which includes a 500 space parking structure for transit and 200 spaces for other uses. This is a joint partnership with a private developer. The proposed funding will be used for the planning, engineering, and design which are estimated at \$625,000 (\$500,000 in Federal Transit Administration (FTA) Section 5309 and \$125,000 local matching funds).

Land Acquisition (NCTD37). One of two Coaster maintenance facilities is located in Camp Pendleton. NCTD is scheduled to vacate this facility by 2003. This project is to locate and purchase land for a replacement maintenance facility. The final location has not yet been identified. The cost of the acquisition is \$500,000 (\$400,000 in FTA Section 5307 and \$100,000 in local matching funds).

Vista Transit Center (NCTD38). The City of Vista received \$297,000 in federal discretionary funds to enhance its transit center. As the recipient of federal funds, NCTD plans to include these funds as part of its grant on behalf of the City. The total project cost is \$371,000 (\$297,000 in FTA 5309 and \$74,000 in transit *TransNet* funds).

City of San Diego

Federal Boulevard (SD35). This widening project is a carryover from the 2000 RTIP. The project is funded with \$352,000 in local *TransNet* funds.

Infrastructure Improvements (SD91). This new project is a lump sum for various infrastructure projects in the City including bulkhead preservation, streetlights, curbs & gutters, sidewalks and a study at the Otay Mesa border. The total project cost is \$5.2 million (\$1.6 million in local *TransNet* and \$3.6 million in other local funds).

Streetscape Projects (SD92). This new project is a lump sum for various street improvement projects in the City including tree planting, landscaping, public art, and enhanced paving. The total project cost is \$1.3 million in local *TransNet* funds.

The next three projects involve the relinquishment of State Routes 274 (from I-5 at Balboa Avenue to I-15) and 209 (from Cabrillo National Monument to I-5 and I-8) from the State to the City of San Diego. The City and the State have entered into a cooperative agreement in which the State has committed to transferring the routes and funds to the City.

SR 274 (Balboa Avenue) Beautification (SD93). This project provides for median landscaping and hardscaping on Balboa Avenue. The \$965,000 project is funded with state Transportation Enhancement Activities (TEA) funds.

Balboa Avenue Corridor Improvement (SD94). This project provides improvements to Balboa Avenue including roadway widening and the installation of new traffic signals. Only the \$2.6 million (local *TransNet* funds) in preliminary engineering phase is being programmed. This widening project was not included in the air quality conformity analysis for the 2002 RTIP. A revised regional emissions analysis will be conducted next year, and the construction phase will be added as an amendment at that time.

Rosecrans Street Corridor Improvement (SD95). This project would widen Camino Del Rio West from six to eight lanes. Only the \$692,000 (local *TransNet* funds) in preliminary engineering phase is being programmed. This widening project was not included in the air quality conformity analysis for the 2002 RTIP. A revised regional emissions analysis will be conducted next year, and the construction phase will be added as an amendment at that time.

City of Solana Beach

Lomas Santa Fe Drive/I-5 Interchange (SB01). A cost savings of \$6 million in Traffic Congestion Relief Program (TCRP) funds identified in the I-5/805 merger (CAL08) project is being proposed to be added to this project. The current project allocation is \$14.5 million (\$7.5 million in RSTP, \$6 million in TCRP, and \$975,000 in local *TransNet* funds).

SANDAG

Regional Performance Monitoring System (SAN18). This new project would incorporate arterial and transit data and develop additional highway applications to monitor transportation performance. Funds are proposed to be transferred from the Regional Transportation Management System (RTMS) Network (SAN14, Table 1A) for this project. Total project cost is \$200,000 (\$177,000 in CMAQ and \$23,000 in state-only STIP-RIP).

Administrative Amendment No. 3 (Table 1a)

There are several projects already included in the RTIP that require minor changes. Agencies requesting revisions include the City of Imperial Beach (one project), North County Transit District (four projects), City of Oceanside (one project), City of San Diego (25 projects), and SANDAG (three projects). Changes to these projects are shown in Table 1A.

Formal Amendment No. 4 (Table 2)

State Department of Parks & Recreation

Recreational Trails Program (PR01). This is a carryover project from the 2000 RTIP. The amendment moves the funds from FY 01/02 to FY 02/03. The total project cost remains \$456,000 (\$365,000 in trail program funds and \$91,000 in local match). This program provides funds for various types of projects for recreational uses such as pedestrian, bicycle, in-line skating, equestrian, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four wheel driving or other off-road motorized vehicles. For the San Diego region, three

projects were selected - the Santee Lakes Observation Trail (\$100,000), the Encinitas Recreation Trails Acquisition (\$160,000), and the Riverpath (\$104,800) in Del Mar.

The City of Del Mar has requested an expedited approval for their project in order to enter into a contract in December 2002. Caltrans and the FHWA have agreed to expedite the approval for this program should SANDAG transmit a separate amendment request. The projects in Amendment No. 3 require detailed analysis prior to federal approval; however, the trails projects are exempt from air quality conformity and approval can be expedited. As a result, this project is being included as Amendment No. 4

Air Quality Analysis

On June 28, 2002, SANDAG found the 2002 RTIP in conformance with the Regional Air Quality Strategy/ State Implementation Plan for the San Diego Region. All of the required regionally significant capacity increasing projects were included in the quantitative emissions analysis conducted for the 2002 RTIP and subsequent emissions analysis conducted for Amendment No. 2 (Agenda Report 4-A). The projects identified in Amendment 3 are either non-capacity increasing or exempt from the requirement to determine conformity according to §93.126 of the federal Transportation Conformity Rule. The Recreational Trails Program in Amendment No 4 also is an exempt project. SANDAG followed interagency consultation procedures to determine that these projects were exempt. The 2002 RTIP including Amendments No. 3 and 4 remain in conformance with the air quality program.

Status of Remaining Programming Issues (Table 3)

There are several projects the SANDAG Board approved for funding as part of the 2002 STIP adoption that were not approved by the CTC in April 2002. These projects include seven Regional Arterial System (RAS) projects, the Transit First Reserve, two bike projects, the

regional soundwall program, and others. As directed by the Board, staff has developed strategies to fund these Board approved projects. Out of the 14 projects, ten are fully funded and programmed. The status of the remaining four projects are as follows: (1) for the City of San Diego's El Camino Real project, SANDAG will seek funding in the 2004 STIP cycle since this project does not need to be programmed until FY 2004/05; (2) Transit First Reserve project will be programmed once a project study report is completed that shows the estimated funding need by fiscal year; (3) the Bayshore Bikeway project has experienced delays and SANDAG is waiting for additional information including updated schedule changes prior to programming funds; and (4) the SANDAG Board approved the additional \$8 million for the SR 125 Gap and Connector project but only if the contractor met certain timelines. To date, the California Transportation Ventures has fulfilled the required schedules. Since the funds are not needed until FY 2004/05, funds from the next federal reauthorization will be programmed. Table 2 lists these projects along with the status of each.



GARY L. GALLEGOS
Executive Director

Attachments

Key Staff Contact: Sookyung Kim,
(619) 595-5350; ski@sandag.org

Funds are budgeted in Work Element #4.03



401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300 • Fax (619) 595-5305
www.sandag.org

RESOLUTION NO. 2003-17

APPROVING AMENDMENT NO. 4 TO THE 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, on June 28, 2002, SANDAG adopted the 2002 Regional Transportation Improvement Program (RTIP) including the air quality conformity finding with the State Implementation Plan for air quality; and

WHEREAS, the City of Del Mar has requested that the Recreational Trails Program be included in the 2002 RTIP as shown in Table 2; and

WHEREAS, the proposed amendment is consistent with the 2020 Regional Transportation Plan; and

WHEREAS, this project is exempt from the requirements to determine conformity; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors does hereby approve the attached Table 3 as Amendment No. 4 to the 2002 Regional Transportation Improvement Program.

BE IT FURTHER RESOLVED that SANDAG reaffirms conformity of the 2002 RTIP including Amendment No. 4 with the Regional Air Quality Strategy and the State Implementation Plan for the San Diego region.

BE IT FURTHER RESOLVED that Amendment No. 4 to the 2002 RTIP is consistent with SANDAG Intergovernmental Review Procedures.

BE IT FURTHER RESOLVED that Amendment No. 4 to the 2002 RTIP is consistent with SANDAG Public Participation Policy.

PASSED AND ADOPTED this 22nd day November 2002.

CHAIRPERSON

ATTEST:

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, Metropolitan Transit Development Board, North San Diego County Transit Development Board, U.S. Department of Defense, S.D. Unified Port District, S.D. County Water Authority, and Baja California/Mexico.

Table 2
 2002 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
 AMENDMENT NO. 4
 San Diego Region (in \$000s)

State Department of Parks & Recreation

MPO ID:	PR01	CAPACITY STATUS:						EXEMPT		
TITLE:	Recreational Trails Program									
DESCRIPTION:	Lump sum for trails projects in San Diego County									
Change Reason:	New Project - Carryover from 2000 RTIP									

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FHWA	\$365		\$365							\$365
Local	\$91		\$91							\$91
TOTAL:	\$456		\$456							\$456

PROJECT PRIOR TO AMENDMENT

FUND TYPE	TOTAL	PRIOR	02/03	03/04	04/05	05/06	06/07	PE	RW	CON
FHWA	\$365	\$365								\$365
Local	\$91	\$91								\$91
TOTAL:	\$456	\$456								\$456

Note: CI = Capacity Increasing
 NCI = Non-capacity Increasing

(Dollars in Thousands)
State Highway System

***** Version 1 - 11/04/2002 *****
Same as 1100-0000-0236, from 2000 RTIP. Please link.